

EL PASO MUST PUT UP A FIGHT FOR EQUITABLE RAILWAY RATES

EVERY business and civic interest in El Paso should line up solidly behind A. U. Tadlock, director of the chamber of commerce traffic bureau, in his preparations to fight to a finish any effort to discriminate against this section in the matter of freight rates.

Mr. Tadlock very wisely has engaged the services of an attorney who is an expert in the matter of traffic regulation and with this attorney he will go to Washington where on March 15 the proposal to establish a uniform method of making rates to apply to interstate traffic from the Missouri and Mississippi rivers as far west as El Paso will be argued. This is a most dangerous and may not prove to be so, but it is also proposed to prescribe a new basis of class rates to apply on interstate business within Oklahoma, Arkansas, Louisiana and Texas and to extend what is known as the Shreveport scale to El Paso, thereby wiping out the line which previously has divided Texas into common point and differential territory. This proposal, if carried to its conclusion, would put El Paso into a situation which would not only add greatly to the cost of every commodity shipped to this city by increasing the rate, but also would make it impossible for El Paso to compete with the cities of Kansas City and St. Louis for business in the southwest.

Laymen, of course, do not know the technicalities of the rate controversy that is to arise. But we all know it is serious and we all know what the results would be. It would mean that El Paso would be practically isolated. It would mean that we not only would be rendered helpless in our fight for markets, which has about succeeded after years of hard fighting, but it would mean that because of the accident of our location we would have to pay more than we ought to be compelled to pay for everything which we ourselves would consume.

Geographically El Paso is in Texas. There can't be any argument about that. But we all know and may as well admit that east Texas and north Texas can little, if anything, about our welfare, and in fact have been known to work deliberately and maliciously against us, although we are looked to for our full share of the revenue with which the government of Texas is administered. Our natural and rightful territory is the southwest: Arizona, New Mexico and Mexico in part. Excellent progress has been made in our cultivation of this territory, both socially and commercially. And now this entire accomplishment, into which our business men and boosters have put their time and money for long years, is threatened to be annulled by a little dictum of a board so many thousands miles away that it can't know and doesn't care what happens to us. And if such a dictum should come down upon us we can thank a lot of our fair sister cities for aiding and abetting the catastrophe.

Many of El Paso's competitors are under the impression that we enjoy more favorable rates than any city in the west and southwest. They think we are always being handed some juicy transportation plum. There was a time when we did have the best of it, but that is past and today we have a hard time getting anything. At one time our rates from defined territories were less than rates applying to many intermediate points, but the commission in the New Mexico case declared that El Paso rates were based upon water competition that was potential and not real, and that the rates to intermediate points, which are reduced to the level of El Paso rates or that El Paso's rates be increased to equal the rates applicable to the intermediate points.

Prior to the Shreveport case, with which traffic men are familiar, the maximum first class rate between Texas common points for single line hauls was 80 cents, against a maximum to El Paso of \$1.05, making a differential of 25 cents. The present maximum first class rate between Texas common points is \$1.40 against a maximum rate to El Paso of \$1.75, a differential of 35 cents, which differential is 75 cents per 100 pounds higher than it should be; all other rates in proportion. In 1907 the first class rate from St. Louis to El Paso was \$1.49. Today it is \$2.50, an increase of \$1.01 or 68 percent in 12 years. True, all rates in all territories have been increased, but El Paso's rates have been increased out of all proportions to those in other sections.

What the result of the conference in Washington will be no one can say. But there will be a scramble by every town, everywhere, for rate readjustments. And with increasing rates admittedly necessary for the continued successful operation of the transportation system, these readjustments with the most influence in Washington stand to win their claims while more remote and less densely settled regions stand to lose and be the losers. In this scramble El Paso will be one of the losers if its authorities, the chamber of commerce and every business man do not back Mr. Tadlock in his efforts to get us a square deal.

Transportation is the most important factor of commerce. It gives to goods their value. The market cost of

an article produced by human labor depends not only on the cost at the point of production, but also on the degree of dispatch, safety and the freight rate for carrying it from the place where it is of little value to a place where it is of sufficient value to compensate the producer for its production and leave him and the distributors a reasonable profit.

El Paso, more than any other city in the United States, depends on transportation for what she has and is. And consequently she depends on efficient transportation at rates that do not hamper her. A rate that would discriminate against this community, as some traffic experts believe a rate on a strict mileage basis, such as an extension of the Shreveport scale would result in would do, would so cripple it that growth would be stunted within a year and our chance of further trade expansion would be lost until the interstate commerce commission saw fit to give us relief.

Any ruling that will cripple us must be prevented, if possible, and if made it must be resisted by every legal means available.

The Bolsheviki Scare.

SO we had most of our Bolsheviki scare for nothing! After a million dollars' worth of advertising, parading and pompous preparation on the part of an attorney general who aspires to be president, the federal agents were able to round up just 6000 names to "reds"—narrower than the number of federal agents it took to round them up. And here we had been led to believe that fully half of the people in the United States were paid agents of Lenin. We suspected every man we saw on the street who looked furtively about. We thought for certain he must be looking for a bomb he had hidden for further use, like a dog hides a bone, when in reality the poor fellow probably was looking for a place to deposit a pile of so of tobacco juice.

There is no doubt but what America has oodles of undesirable. Scads of scabby looking individuals who have no love for this or any other government are to be seen in every city. But they are not "reds." At the very most the more intelligent of them are but cross-flagellants and the more ignorant are only bums. A little touch of universal industrial service plus a little applied dentistry, a little tonsorial touch-up and some well cooked victuals would start them on the high road toward Americanism.

Assuming that all of the 60000 names are actual reds, assuming that they are students of Bakunin and henchmen of Lenin, posted on Providence and spending Star money in an effort to make converts to Bolshevism, there are 100,000 of us who are not that way and won't get that way.

The Cincinnati school teacher who has laid down the rule for her pupils, "Do anything you please, but do something," will get a bigger job.

Vice president Marshall's declaration that the democracy of the fathers is good enough for him puts him in the anti-administration class.

The Democrat who does not place Mr. Wilson above his party need expect no consideration from the white house.

Small wonder the Rio Grande signers in its way to the Gulf when we consider how much bone is smuggled over it nightly.

Yuma, Arizona, could get a lot of publicity if she would put out a new brand of chewing gum and call it "Yuma-Yuma."

It is now up to the railroads to undo in six months what it took the railroad administration 18 months to do.

New Jersey believes she can get a kick out of 3.5 percent alcohol, but the toppers regard that a mere trifle.

Europe would get along better if it would stop trying to work the United States and go to work itself.

If Uncle Sam acquires the West Indies, Jamaica rum will join John Barleycorn.

Being president has its advantages. One has only one boss.

He that is down needs fear no fall.

—John Burman.

Little Interviews.

Says Employer Must Know Employees To Keep Them Happy Thinks Plan For Cattleman To Own Yards Good Suggestion

I RECENTLY attended an informal business meeting of Chicago employers, who met to discuss the current situation of their employees," said a prominent Chicago employer, who was one of the men who attended the meeting and I heard some interesting things. Of all the things I heard, only one man declared that there was an apparent trend in his company. He explained that he had been working somewhat like a large and congenial family. This man said that the policy of making friends of his employees. He never discussed labor problems with them. He paid a fair wage and demanded a fair return. He often went through the works and talked with the men. When I was with him he dropped an employee and asked about a sick daughter. With another he talked about an automobile the man was overhauling. He managed somehow to learn what was interesting the

OPHELIA



Rippling Rhymes

By WALT MASON.

Glad Tidings

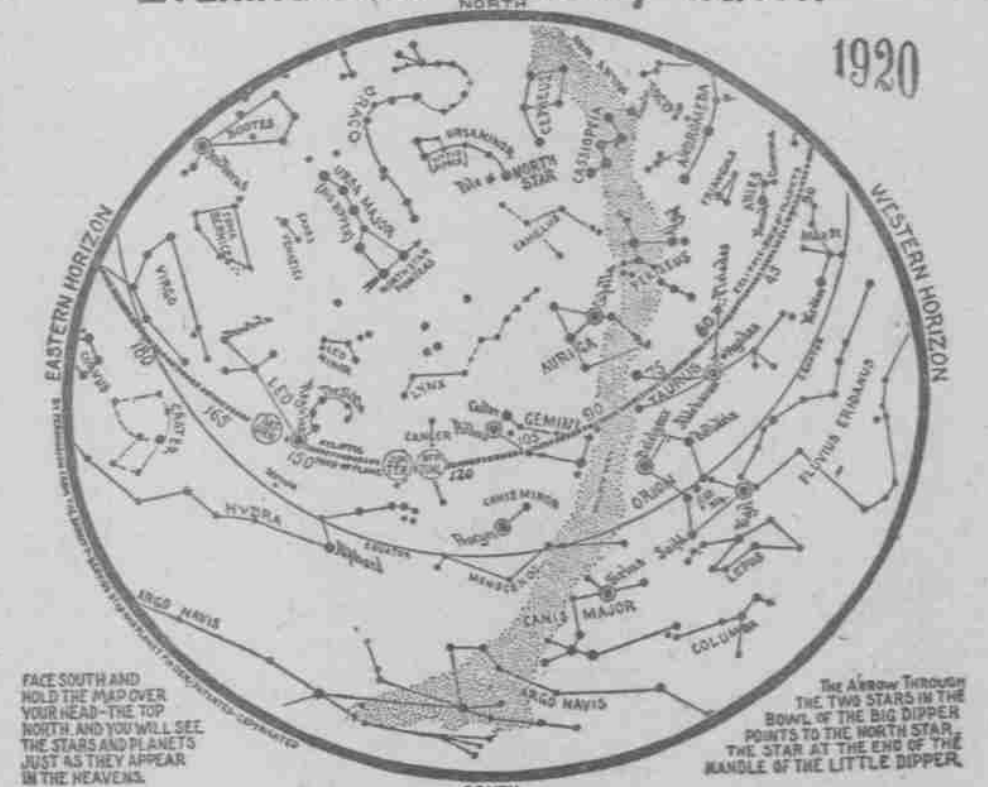
WITH joy let the message be spoken, all over this suffering land: The backbone of winter is broken, and spring is at hand. For long weary months we've been marinated on sleek and such hideous stuff, the backbone of winter has flourished, but now spring is calling its bluff. The breeze has a scent that is vernal, suggesting the tulip and rose; the sun, in its journey diurnal, is shedding some heat as it goes. The robin, reliable token of springtime, is seen on the lawn; the backbone of winter is broken, the season of blizzards is gone. Yes, March, as you say, is afflicted with weather we scarcely can stand; but then, it is promptly evicted, it whooops for a day and is canned. Though furies still we are stuck, at times, till the advent of May, the backbone of winter is broken, broken and hurrah and hurrah! And soon we'll be planting the taller, and mowing the grass on the lawn; oh, say, is there ecstasy greater than that when the winter is gone?

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WALT MASON.

WESTERN HALF OF THE EVENING SKY IS PRETTY PRESENTS MOST BEAUTIFUL VISION THIS MONTH

EVENING SKYMAP FOR MARCH



Two Eclipses of Sun Are Scheduled This Year; Also Two of Moon.

By C. S. BRADSHAW.

THE western half of the evening sky presents this month the most beautiful constellations in the heavens and in the early evening of the first days of the month, will be found in the western firmament the sparkling planet Mercury, in an unusually good position for observation, and that well known formation of stars, "The Scorpion." The star in the handle of which is the striking first magnitude star, Antares, whose brilliance is dimmed at this time by Saturn, a short distance east of it.

There will be four eclipses in 1920, two of the sun and two of the moon. A total eclipse of the sun is on March 2, the beginning visible generally in Europe, western Asia, Africa, the Indian Ocean, except the eastern portion of the Atlantic Ocean, eastern North America, and South America; the ending visible generally in western Europe, western Africa, the Atlantic Ocean, North America, except the extreme northwestern portion, South America, and the eastern portion of the Pacific Ocean.

There is to be a partial eclipse of the sun, visible generally in North America, visible in the Indian Ocean and most of Australia. A total eclipse of the moon, October 26, will be visible generally in western North America, the Pacific Ocean, Australia, Asia, except western portion, and the eastern portion of the Indian Ocean; the ending visible generally in the western portion of the Pacific Ocean, Asia, Australia, and Europe, except in western portion.

A Sky Sea Serpent.

Hydra, the Sea Serpent, draws half of its great length across the sky this month, its head being directly above Cancer. This constellation is about one hundred degrees in length and will not come fully into view in the early evening until next month. The Egyptians are said to have found in it a celestial serpent, which they called Alouatta, which will be found below the head.

The Great Dipper is now coming finely into view swinging around from the northeastern sky. To those having small telescopes the soon star from the end of the handle presents a most interesting double. It can be

seen plainly with a two-inch telescope.

Bootes with its giant star Arcturus is now above the northeastern horizon. This star can easily be found by following the curve of the handle of the Great Dipper and is the first bright star on the line of the imaginary curve. These hours are supposed to be held in a leash by Bootes. Its brightest star is of the third magnitude, and is called "The Plow." The constellation is of the sixth magnitude and light blue in color. In this constellation is the famous Whirlpool Nebula of Lord Rosse.

Coma Berenices, or Berenice's Hair, is an interesting group of small stars forming a triangle. Bootes and the Great Dipper. It is noted for many double stars. One of the most interesting is a double star which appeared in this constellation with the star of the first magnitude, which is called "The Plow." It was discovered by Hipparchus, who was plotting the position of the visible stars that which is a slight discrepancy between the places given to Spica by himself and another Greek astronomer, who had observed a hundred and fifty years earlier, which led to the discovery of what is now known as Precession of the Equinoxes.

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SCHOOL DAYS

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By DWIG



Patter And Chatter

By K. E. KISH.



The Clouds Of Yesterday.

YOU'VE told me all about your life And all the wrongs you've had to bear. How hard it is to pay your bills And how you're cheated every-where. Why is it that you can't be learning To say a word sometimes concerning The good you're finding here and there.

I'VE listened often to your sighs And often I have seen you frown. You never let your spirit rise! Whose cheer has helped you on your way? You mourn the past and hate the present. And seem to think that all things pleasant Are over in some other town.



A ROSE OF YESTERDAY. She sits behind the scenes alone; her eyes are wet. Her heart is sad; Ah, what sweet triumphs she has known, what happy moments she has had! No outward smiles for her tonight, no outward smiles for her heart. They have her heart, oh, cruel spite! to do her first old woman part!

THE LINES WERE CROSSED. "You have three children," said the fortune teller. "Nothing of the kind," replied the woman, withdrawing her hand and refusing to submit to further trials. "I keep two pokies poodles."

UNEXPECTED. Still they mark the places up almost everywhere. It's costing more to feed the pig, sure for what we wear. But permit your heart to leap, set your fancy free; Wishing still is just as cheap as it used to be.

Moon in conjunction. Jupiter north 6 degrees 16 minutes. March 25, 10:45 a. m.—Neptune and Moon in conjunction. Neptune north 6 degrees 30 minutes. March 21, 1:08 a. m.—Venus in aphelion. March 21, 12:18 p. m.—Saturn and Moon in conjunction. Saturn north 6 degrees 16 minutes. March 4, 2:12 p. m.—Full moon. March 12, 10:37 a. m.—Last quarter. March 21, 11:45 a. m.—New Moon. The moon will be at apogee on March 12 and at perigee on March 24.

Ye TOWNE GOSSIP

Registered U. S. Patent Office.

By K. E. K.

DAVID FRANKLIN HOUSTON. AND DID YOU have any losses. SECRETARY OF the Treasury. DON'T MEAN a thing. MY DEAR Dave. AND JUST waste paper. YOU'VE BEEN a farmer. AND PRINTERS ink. AND YOU'VE BEEN the president. AND I want to ask you. OF AN agricultural college. IF BEFORE next year. AND YOU know of the troubles. IF YOU'RE still on the job. THAT COMMON people have. IF YOU CAN't get a blank. WITH THEIR bank books. JUST FOR me like me. AND FINANCIAL statements. AND GET a farmer to do it. AND EVERYTHING else. OR AN office boy. THAT PERTAINS to money. OR SOMEBODY else. RICKET WHEN they have it. WHO WILL be it right. RIGHT IN their hands. SO AN ordinary man. AND BECAUSE of that. WHO GETS his money. I WANT to ask you. FROM JUST one place. IF YOU can't sit down. WILL KNOW where he's at. AND FIGURE some way. I THANK you. SO ALL of the millions. OF SALARIED men. IN THE United States. WONT BE driven starry. WITH THE silly blanks. THAT THEY have to fill out. FOR THEIR income taxes. JOHNSON, we are told, is to stand South Dakota will give the fat and stamp Johnson—Philadelphia. IS NEARLY all wasted. It was cheaper to let the Texas Bank Constabulary than to pay the cost of holding it. ABOUT STOCKS and bonds. Disputed. AND WHERE did you get it. IF on the New York papers insist. AND DID you spend any of it. Hilarious! made the Governor's speech last Saturday, there are a number of O. O. F. senators slugging out key—Washington Herald. AND HOW much did you lose. AND DID you live anybody. AND ARE you living with your wife. AND IS she the same wife. THAT YOU had last year. AND SUTAX columns. AND FISCAL years. AND IN the whole statement. ALL I can use. IS WHO I am. AND WHERE I live. AND WHERE did I live. AND HOW much did I get. FROM JAN. 1 to Jan. 1. AND WHO gave it to me. AND I ran out it all. IN JUST two lines. ADD a couple of columns. DOWN at the bottom. AND SIGN my name. AND SWEAR it is right. AND THERE are millions of men. WHO CAN go the same. AND THE other columns. AND OTHER lines. ABOUT STOCKS and bonds. AND MONEY paid out.

Short Snatches From Everywhere

An early spring is an absolute necessity to the old man—Mississippi Journal. Money talks all languages, but has almost no dialect—German—Greenwich Piedmont. Johnson, we are told, is to stand South Dakota will give the fat and stamp Johnson—Philadelphia. The allies, no doubt, concluded that it was cheaper to let the Texas Bank Constabulary than to pay the cost of holding it. Disputed. IF on the New York papers insist. Hilarious! made the Governor's speech last Saturday, there are a number of O. O. F. senators slugging out key—Washington Herald.

Abe Martin



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EL PASO HERALD

DEDICATED TO THE SERVICE OF THE PEOPLE, THAT NO GOOD CAUSE SHALL LACK CHAMPION, AND NO EVIL SHALL NOT REMAIN UNOPPOSED.

H. D. Shuler, editor and controlling owner, has directed The Herald for 21 years. A. C. Wilmarth is Manager and H. A. Burns is Managing Editor.

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